Transport Canada Transports Canada

TP 6980E
(01/2008)

Issue 01/2008

Feedback

Canadian Aviation Service Difficulty Reports

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TC-1002740

Canada

Hangar Noise

Moving ahead with WSDRS (CAR 591)

Transport Canada has taken the initiative of moving to a paperless work environment over the past five years.

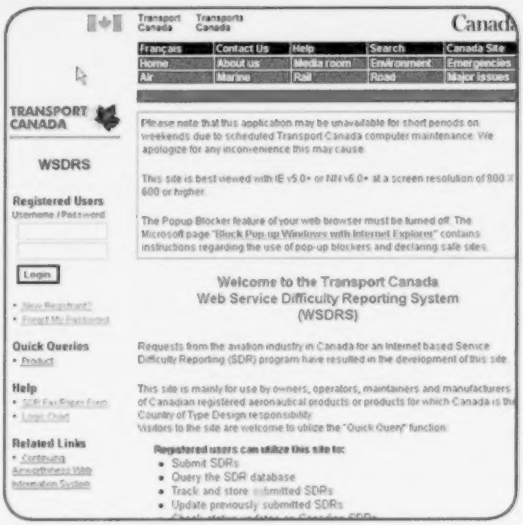
In order to facilitate a paperless environment, Continuing Airworthiness has developed and promoted the use of a web-based reporting system that allows the Canadian Aviation Document holders to submit safety defect information online.

The first version of the web service difficulty report system (WSDRS) was released in 2001. Over the past six years Transport Canada (TC) and industry have learned many things using online SDR reporting. WSDRS is an easy and effective means of reporting safety defect information as required by *Canadian Aviation Regulation* (CAR) 591.

Record keeping for users is simplified as WSDRS electronically stores all submitted records; communication with your principal maintenance inspector (PMI) and TC headquarters (HQ) has improved; everyone is kept in the loop from the initial reporting by the submitter, to the development of corrective action; and the reduction of paper which in turn is good for the environment. The advantages of using WSDRS are obvious, and presently 90% of Canadian SDR's are submitted through WSDRS.

TC now has more than 1.2 million records, which consists of Australian, USA, and Canadian data in the WSDRS database. The need was identified to redevelop WSDRS, enabling the application to more easily extract information required to make safety-related decisions.

We have enhanced WSDRS and provided improved search capabilities for registered users, developed a new users inbox and made the application more user-friendly. In the new application, your existing username and password is retained.



If you are not registered, you should be! Although you will be able to submit safety defect information by other methods acceptable to the minister, we strongly encourage you to submit them using WSDRS.

Feedback is published quarterly by the Continuing Airworthiness Division of Transport Canada, informing the aviation community of reported day-to-day problems that affect aircraft airworthiness in Canada.

Reprints of original Feedback material are encouraged, but credit must be given to Transport Canada's Feedback magazine. Please forward one copy of the reprinted article to the Editor.

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The articles contained in Feedback are derived from *Service Difficulty Reports* (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources in accordance with *Civil Aviation Regulation* (CAR) 591.

Service Difficulty Reports (SDR) are normally published verbatim. Transport Canada assumes no responsibility for the accuracy or content of any of these reports. Only grammatical or spelling errors are corrected and content may be reduced as well as personal references deleted.

All defects or occurrences should be reported to Transport Canada through the Service Difficulty Reporting Program. For additional information about this program or concerning an article in feedback magazine, contact your nearest Transport Canada Centre.

Feedback *est aussi disponible en français.*

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TP 6980E

Users who only need to query the SDR database do not need to be registered. For all non-registered users, we are expanding the basic search and result export capabilities.

This new look is similar to the Airworthiness Directive website as both systems come under the same CAWIS umbrella.

Fixed Wing

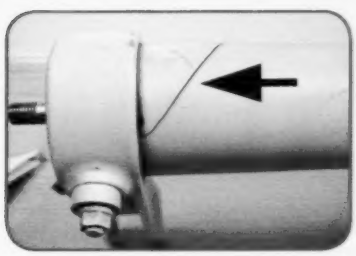
BEECH 99 SDR# 20070212007

Elevator Torque Tube Severely Cracked

The tail cone was removed to carry out *service bulletin (SB) 2145*, elevator torque tube fitting inspection, which is due every 100 hours. The technician then noticed that the elevator torque tube itself, although not part of SB 2145, was severely cracked. The last detailed inspection of the torque tube was some 245 hours ago.

The crack originated from the horn attachment taper pin and spiralled approximately 270 degrees around the circumference of the actual torque tube.

This general area is inspected every 100 hours, thus it appears that this crack developed rapidly within this timeframe.



Fortunately, the crack was discovered thus preventing a potentially serious accident and loss of elevator control authority. The type certificate holder has been notified.

The SDR database contains several previous reports related to torque tube cracks originating at the taper pinhole, but none as severe as this event.

BEECH 1900D SDR# 20070212010

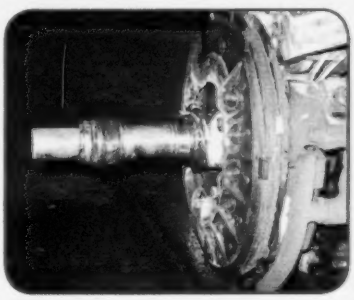
Main Wheel Assembly Missing

After landing and all of the passengers were unloaded for refuelling of the aircraft, the pilot walked around the aircraft to speak with the fuel truck driver. It was then noticed that the right main gear was missing the complete tire and wheel assembly. Maintenance was immediately contacted and the aircraft was grounded.

Further inspection of the axle stub revealed that the inner races of the bearing, nut and safety hardware were still attached. This aircraft had recently been serviced at a foreign manufacturer's repair facility prior to purchase by this Canadian operator.

As a precautionary measure, the remaining three (3) main wheel assemblies were removed and inspected for condition and security. Two of these remaining wheel assemblies were found to have been grease-coated on the outside of the bearings, but were not "grease-packed" inside (as per manufacturer's instructions). Subsequently, the wheel bearings were cleaned, inspected and properly repacked with the specified lubricant.

The missing main wheel assembly was located in the area near the active runway.



The domestic operator received excellent follow-up support from the type certificate holder who inspected the complete aircraft and completed the phase inspection.

Transport Canada Civil Aviation (TCCA) does have previous service history on this wheel-bearing problem. Subsequently, TCCA issued Service Difficulty Alert (AL 2006-02) to inform operators and maintenance personnel that the present wheel-bearing lubrication schedule may be inadequate.

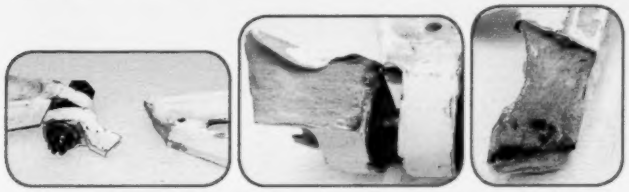
BEECH A100 SDR# 20071024010

Landing Gear Torque Link Failed

After touchdown and decelerating through 60 knots indicated airspeed (KIAS), the aircraft began to violently shake, shudder and appear to skip while veering toward the left side of the runway. Control of the aircraft was maintained as it was brought to a slow taxi at which time the conditions ceased.

Upon examination of the aircraft, it was discovered that the left main gear lower torque link, part number (P/N) 50810323, had failed. The torque knee was replaced and the aircraft was returned to service.

The operator initiated a fleet-wide aircraft non-destructive testing (NDT) inspection that revealed three additional cracked torque links. The latest revision of Raytheon Beech safety letter (SL) 0516-200 incorporates torque



link hardware and bushing replacement, however there is no further requirement to conduct a NDT inspection as recommended in the original SL 0516-200.

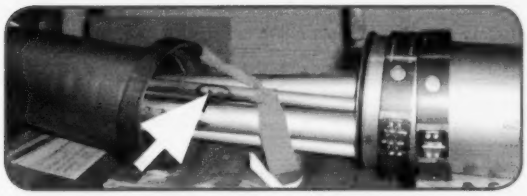
Transport Canada recommends operators to inspect the main landing gear torque link assemblies for defects. NDT may need to be reconsidered.

The torque link has been sent to the Transport Safety Board (TSB) lab for analysis and the type certificate holder has been advised of this failure. 🛠

BOMBARDIER CL600 2B19 (RJ100) SDR# 20071005001

Fuel Line Chafed

During a heavy maintenance check the fuel shroud assembly, fuel lines at frame 559 were removed to facilitate a sheet metal repair.



It was discovered that both shroud and fuel lines had chafing damage beyond acceptable limits. This same repair was carried out on other aircraft in the fleet and similar damage was found in the same location.

The fuel lines and shroud assembly have been ordered.

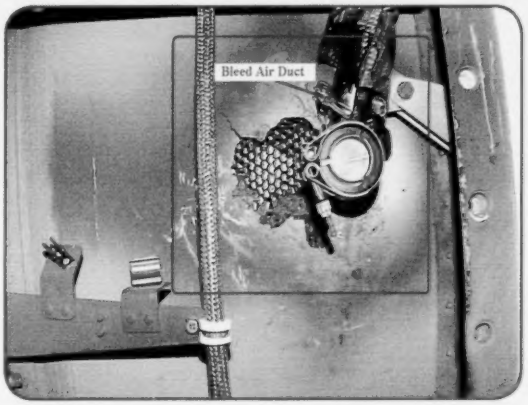
If you are in this area, inspect the lines carefully. 🛠

BOMBARDIER CL600 2B19 (RJ100) SDR # 20070506002

Engine Inlet Cowl Bleed Air Damaged

After the engine fan cowl was removed during a scheduled maintenance check, structural damage was observed on the inlet cowl. It was apparent that the capped 14th stage bleed air duct had leaked hot bleed air and caused heat damage to the immediate area. It was later confirmed that an incorrect clamp had been used.

Unfortunately, human factor errors still occur and directly led to this event. Always take the time to verify that the correct manufacturer's illustrated parts catalogue (IPC) part number is installed. 🛠



BOMBARDIER CL600 2B19 (RJ100) SDR # 20070404011

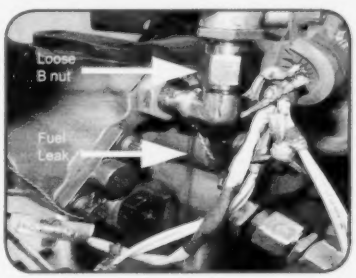
Auxiliary Power Unit (APU) Ground Fire

The technician was troubleshooting the APU, GTCP36-150RJ, following an "auto-shutdown" event due to high oil temperature indications. Ground inspection revealed that the electrical connector for the oil temperature sensor was found partially installed. The connector was secured and the APU enclosure inspected with no evidence of fuel or oil leakage.

Shortly after APU functional start and with both air condition packs operating normally, a strong smell of fuel was noted in the galley and cockpit area. Fuel was also seen coming from the APU drains and the APU was immediately shut down.

A technician climbed into the aft equipment bay and began to open the APU oil-servicing panel, when a fire flared up. The cockpit crew employed the onboard extinguishing agent and the ground crew also utilized a dry chemical agent into the APU enclosure.

The APU was removed and sent to the original equipment manufacturer (OEM) for further examination. There was no evidence of fire damage other than some fire suppressant contaminants.



When the APU was hooked up to the test cell, a stream of fuel was seen coming from the elbow fitting between the fuel control and the fuel shut-off valve. Closer examination found that the fuel leak originated at the

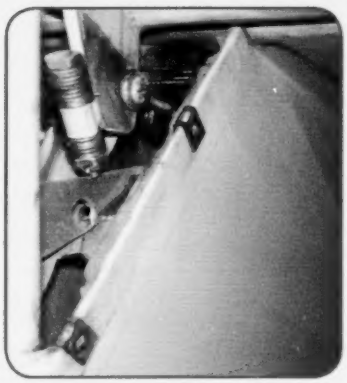
B-nut fitting. The B-nut was tightened approximately ¾ of a turn and the fuel leakage stopped. Other operational checks were carried out with no defects found.

Transport Canada recommends always double-checking fluid carrying lines following assembly. 🛠

CHAMPION 7ECA SDR# 20060928003

Elevator Travel Impeded due to Failed Gusset

After recovering from an aerobatic manoeuvre, the pilot noted that the "full down" elevator travel could not be obtained. An uneventful landing was carried out.



Maintenance personnel removed the elevator bell crank cover and found that the left gusset from the aft stringer support had fallen into the belly of the aircraft. Over a period of time, the gusset worked its way back and became lodged in the narrow clearances around the elevator bell crank.

Examination of the gusset, support and rivets indicated that the airframe fabric vibrations occurring during flight had loosened the soft aluminium pop rivets and allowed the gusset to become free.

Fortunately, the dislodged gusset was found before a complete elevator jam occurred. It is unknown how long the gusset was in this area. 🛠

DE HAVILLAND DHC 8-100 SDR# 20060831002

Nose Landing Gear Shock Strut Housing Cracked

During a scheduled maintenance check, task card 3220/01 & 02, visual inspection & lubrication of nose landing gear (NLG) assembly, a crack was discovered in the NLG outer cylinder, part number 8814-7. The nose landing gear assembly was immediately replaced.

The assembly was forwarded to Messier-Dowty for investigation, which revealed evidence of earlier rework. The crack origin showed evidence of re-work resulting in a non-conforming surface finish and a visible absence of shot peening.

Bombardier/ de Havilland has made reference to two earlier investigations on outer cylinder separations. Bombardier/ de Havilland subsequently initiated an information campaign informing fleet operators on the non-recommended practice of single engine taxiing, which produces stress on the NLG assembly.

Although the origin of this crack was due to non-conforming practices, the single engine taxiing appears to have been a contributing factor. 🛠

DE HAVILLAND DHC 8-300 SDR# 20061205001

Main Landing Gear Yoke Fitting Cracked

During a scheduled A-check the right main landing gear yoke was found to have a cracked fitting at the auxiliary actuator attachment point.

The landing gear manufacturer Messier Dowty, and the aircraft type certificate holder, Bombardier, are conducting an investigation into this yoke fitting fracture.

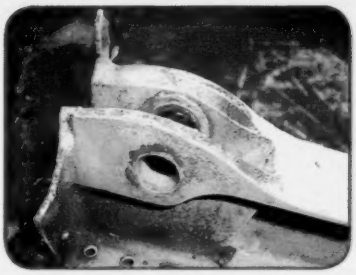
Transport Canada wishes to disseminate this information to the operators of this aircraft type even though an investigation is on-going. An alert technician discovered this discrepancy before an incident or accident occurred. 🛠

DE HAVILLAND DHC 8 301 SDR# 20070510007

Nose Landing Gear Uplock Actuator Assembly Fitting Cracked

During approach for landing, the pilot reported that the nose landing gear (NLG) would not extend to the "down and locked" position. The aircraft carried out a fly-pass over the airport control tower that stated that the nose gear was extended but did not appear to be locked. The pilot cycled the landing gear several times and then finally got the cockpit indication that the landing gear was "down and locked". An uneventful landing was carried out.

The aircraft was ferried with the landing gear secured in the down position to a maintenance base for further inspection. Maintenance personnel then discovered that the NLG uplock actuator fitting assembly was cracked at the actuator attachment point. The discoloration in the crack area indicated that the crack propagation occurred over a period of time.



The SDR submitter recommended that a more focused specific visual or NDT inspection to be carried out on this fitting. Additionally, the NLG trunnion sidewall web and top web were also found cracked. The "Z" member, P/N 85311420, on the right side of the wall was also found cracked. Repairs were accomplished in accordance with the manufacturer's instructions.

The submitter comments that as aircraft accumulate lengthy time in service, the need for extra attention during routine inspections is recommended. 🛠

DE HAVILLAND DHC 8 311 SDR# 20070427008

Aileron Cable Misrouted

The pilot reported that roll control inputs were "stiff", especially left to right applications. Ground functional tests could not duplicate this snag and nothing seemed adverse with the roll disconnect.

Maintenance inspection found that the left outboard aileron cable was routed around the wrong side of the cable guard. The aileron cable was inspected, routed correctly and re-rigged, and an Independent Check carried out.

The cable guard had to be replaced due to "wear" and the aircraft was returned to service.

Fortunately, it was the cable guard that was worn and not the actual aileron cable. An Independent Check is a mandatory safety measure that is required if engine or flight control rigging is disturbed. 🛠

EMBRAER ERJ 190 100 IGW SDR# 20071101003

Dragging Our... Wheel

The aircraft landed normally, taxied to the gate and stopped short of its final position. The crew reported 60% N1 required (single engine taxi) to move the aircraft from the hold short to the gate. The ground crew arriving to the aircraft heard a noise from the right gear as the aircraft taxied to the gate. The pilots reported that there were no fault indications displayed in the cockpit.

Upon inspection of the right landing gear, it was identified that the No. 4 wheel was dragging and interfering with the brake carrier.

Further inspection found the above wheel bearing seized on the gear axle, with the No. 4 tire and the brake damaged. Discoloration of the axle was noted due to excessive heat build up.

The right landing gear assembly, brake and tire were replaced as per the *Aircraft Maintenance Manual* (AMM).

The investigation continues to identify the root cause of the problem and component strip shop reports are requested.

Transport Canada (TC) will update this issue when the root cause is determined. 🛠

PIPER PA 44 180 SDR# 20070815001

Downlock Spring Broken

On approach, the pilot noticed that the left (green) gear "down and locked" indicator was not illuminated. As the aircraft was slowed down on final, the "gear unsafe" light came on.

The pilots elected to go around and informed flight services regarding their situation and the airport emergency response services were placed on standby. The aircraft emergency gear extension was carried out with the same result. The left main gear was extending full travel, however it was not locking down.

The pilots chose to push the emergency extension knob to its normal position and the gear retracted and extended hydraulically and a decision to land was made. The aircraft landed without incident and was followed by the fire vehicles to the hangar.

Upon investigation of the left main landing gear, maintenance discovered that the downlock spring, P/N 487495, had broken at the upper end. When functioning correctly, this spring pulls the downlock hook onto the pin and pushes the plunger to the gear indication switch.

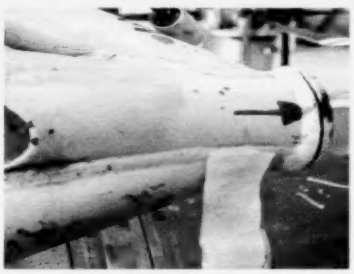
The spring was replaced, gear retractions and extensions were carried out normally and the aircraft was returned to service.

Maintainers should keep this defect in mind when inspecting this area. A thorough cleaning of the downlock may be required 🛠.

Engines

HONEYWELL (GARRETT) TPE331-12UHR SDR # 20070507008
(FAIRCHILD SWEARINGEN SA227)

Engine Truss Mount Cracked



During a Phase 6 inspection, a crack was found on the right engine truss mount support assembly. The crack was located at the upper inboard weld joint that attaches to the engine firewall.

The last detailed inspection of the engine truss was previously done 300 hours ago during the Phase 4 inspection.

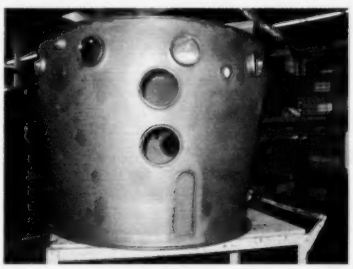
A supplemental inspection document 71-21-01 and a service bulletin (CC7-71-001) exist that are related to engine truss inspection.

The tubular engine mount truss assembly is mounted in four (4) places on the nacelle firewall. The truss assembly is reinforced with gussets and welded at each joint.

Inspection of the truss weld areas is critical especially following turbulent flight, hard landings and following propeller strikes. If one or more of the engine truss (or mounts) is significantly damaged, a catastrophic event could occur, including complete engine separation from the wing. ⚒

ROLLS ROYCE – SPEY 555-15P SDR # 20070613001

Bypass Duct – Unapproved Repair



The engine was received from a foreign operator for inspection. During disassembly, the engine front bypass duct was found to have a non-standard patch repair that was not in accordance with the original equipment manufacturer's (OEM) limitations. The patch repair was on the outside wall and measured 8 inches long by 2.5 inches wide.

The bypass duct was subsequently removed from service.

Always follow the maintenance and repair instructions published by the OEM. ⚒

Propellers

MD HELICOPTERS (HUGHES) 369D SDR # 20070309003

Main Rotor Blade Cracked

The pilot felt a vibration during flight and thus investigated further after landing. An 18" crack was found at Blade Station 36.

This crack was running perpendicular to the blade trailing edge. It appears that the blade became debonded because the crack followed straight from the rib towards the "C" channel before it trailed off to the side.

The SDR submitter opined that this incident might be caused by too much tension on the blades during and after blade tie-down. This may lead to "oil-canning" between the blade ribs and thus put undue pressure on the bonds.

This blade has accumulated approximately 2600 hours, which is about 2/3 of the 3500-hour life limit on this blade. FAA AD 2005-21-02 "Torque Event Inspection" applies to this particular blade. ⚒

Heads up

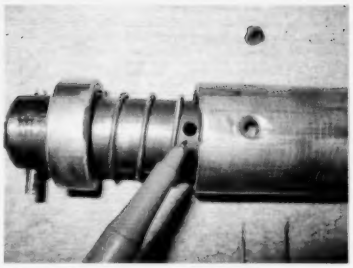
LOCKHEED HS 748 2A SDR # 20070905005

Ground Terrain Incident - Parking Brake Failed

After landing, the aircraft taxied to the ramp was then marshalled into the assigned gate. The pilot reduced engine power after coming to a full stop, set the parking brake, and waited for ground electrical power hook-ups prior to shutting down the aircraft engines. The aircraft brake pressure gauge indicated full hydraulic pressure. The aircraft was not yet chocked because the propellers were still turning.

As the pilot was looking downward and completing final shutdown checks, the aircraft began to move forward until the left propeller made contact with the ground power unit. The force of the impact severely bent and twisted the propeller blades and caused the left engine to quit running. Fortunately, ground support personnel were able to get out of the way in time and evade any of the debris that was flying around.

Maintenance troubleshooting found that three (3) rivets that secure the inner shaft to the outer sleeve of the parking brake lever assembly had failed. This failure released all of the hydraulic park brake pressure causing the aircraft to move forward.



The operator has stated that there is no maintenance visit specified for inspection to check the condition of the rivets that secure the park brake shaft and sleeve mechanism.

Due to the propeller strike, the engine was removed and sent out for further investigation.

The above scenario is a good reminder to all ground personnel of the potential hazards of working in close proximity to an aircraft with the engine running. This is especially important around propeller-driven aircraft. 🛠

Equipment ADs

Transport Canada (TC) endeavours to send copies of new airworthiness directives (ADs), which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.

TC has received the following new ADs on equipment in the last three months. AMEs and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local TCC, their PMI, or from the Civil Aviation AD website at: http://www.tc.gc.ca/aviation/applications/cawis-swimn

PARACHUTES DE FRANCE	F-2004-015R1	FR	F-2004-015 is cancelled by Revision 1. Superseded by DGAC AD F-2007-025.
PARACHUTES DE FRANCE	F-2007-025	FR	ATA 25 - Equipment/Furnishings -Temporary grounding of reserve canopies.
PARACHUTES DE FRANCE	F-2007-026	FR	ATA 25 - Equipment/Furnishings - Reserve parachute – Mandatory packing modifications slider and steering lines replacement.
MICROTURBO	2007-0294	EU	Airborne Auxiliary Power – APU Turbine Wheel Life Limit – Reduction
SWISS AIR-AMBULANCE	HB-2007-295	SW	Horizontal Net SRFW HN1 - Removal from Service
STC SR00981LA (AEROM)	2007-12-23	US	Inspection for cracks of the landing gear strut assembly.

Suspected Unapproved Parts

During the previous quarters there were no Service Difficulty Reports (SDRs) received that indicated any suspected unapproved parts.

In Canada, SUPs should be reported in accordance with Canadian Aviation Regulation (CAR) 591.01, indicating your suspicion of an unapproved part using WSDRS on the Internet at www.tc.gc.ca/wsdrs or on a regular SDR (24-0038)r2 form.

FAA Special Airworthiness Bulletins (SAIBs)

A Special Airworthiness Information Bulletin (SAIB) is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). http://www.faa.gov/aircraft/safety/alerts/SAIB/

SAIB #	Manufacturer	Subject	Issue Date DD/MM/YY
CE-08-06	Schleicher, Alexander, GmgH & Co.	Engine Fuel and Control	2007-11-14
SW-08-05	MD Helicopter Inc.	MD900 Main Rotor Blade Retention Bolt Check	2007-11-14
SW-08-04	Eurocopter Deutschland GmbH	Night Vision Imaging System installation on BK -117C-2 Helicopter	2007-11-09
SW-08-03	Turboshaft-powered	Recommendations for Rotorcraft During Icing Conditions	2007-11-08
CE-08-02	Cessna Aircraft Company	Flight Controls	2007-11-02
CE-08-01	Burkhart Groβ Luft-Und	Fuselage, Wing, & Stabilizer Structure	2007-10-18
CE-07-44R1	Amateur-Built	Doors	2007-10-16
CE-01-41R2	Cessna Aircraft Company	Flight Controls	2007-10-01
NE-07-53	Propeller assemblies	Propeller assemblies overhauled by Desert Aircraft Blade Service	2007-09-25
NE-07-54	Microturbo	Microturbo TRS 18 Series Turbojet Engines	2007-09-24
NE-07-52	Smoke Detectors	Lavatory ionization fire/smoke detectors	2007-09-24
NM-07-55	Gulfstream Aerospace Corporation	Air Conditioning – Pack Inlet Valve Operation	2007-09-24
CE-07-50	Diamond Aircraft Industries GmbH	Doors	2007-09-20
CE-07-51	Diamond Aircraft Industries GmbH	Engine	2007-09-20
NE-07-49	Lycoming Engines	Fuel Injector Tube Assembles and Support Clamps	2007-09-20
NE-07-42R1	Turbochargers or related control components	Components Overhauled by Statesville AeroTech Services	2007-09-18

FAA Unapproved Parts Notifications (UPNs)

Unapproved Parts Notifications (UPNs) are published by: FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 73125. They are posted on the Internet at: http://www1.faa.gov/avr/sups/

No. 2007-00139 issued November 7, 2007

AFFECTED PRODUCTS

Wheel and brake assemblies and aircraft accessories.

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors regarding improper maintenance performed on wheel and brake assemblies and aircraft accessories used on large aircraft.

BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that between March 2006 and March 2007 Aerospace Precision, Inc. (P17R), located at 2851 Evans Street, Hollywood, FL 33020, improperly maintained and approved for return to service various aircraft accessories and wheel and brake assemblies contrary to the regulations. Aerospace Precision, Inc., holds FAA Air Agency Certificate No. P17R189O, with limited accessory rating.

Evidence indicates Aerospace Precision, Inc., approved wheel and brake assemblies and accessories for return to service that were not maintained in compliance with the manufacturer's maintenance manuals or other data acceptable to the FAA. Discrepancies noted in Aerospace Precision Inc.'s practices included, but are not limited to, the following:

- Approving for return to service wheel and brake assemblies and accessories that had not been inspected and tested in accordance with current nondestructive testing (NDT) manual.
- Using an NDT technician who was previously trained at another repair station, but not properly certificated to perform NDT inspections at Aerospace Precision, Inc.
- Failing to maintain recordkeeping requirements.
- Failure to use equipment, tools, and material that are recommended by the manufacturer and acceptable to the FAA.
- Approving for return to service articles that had not been maintained in accordance with the current manufacturer's maintenance manuals or methods otherwise acceptable to the administrator.

RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, manufacturers, maintenance organizations, and parts supplier and distributors should inspect their aircraft, aircraft records, and/or parts inventories for any wheel and brake assemblies and accessories that were approved for return to service by Aerospace Precision, Inc., between March 2006 and March 2007. If any wheel and brake assemblies or aircraft accessories are found installed on aircraft, appropriate action should be taken. If any are found in existing inventory, it is recommended they be segregated to prevent installation until a determination can be made regarding each part's eligibility for installation.

A *partial* list of parts that were approved for return to service by Aerospace Precision, Inc. can be found at:

http://www.faa.gov/aircraft/safety/programs/sups/upn/media/2007/UPN 2007_0139.pdf

FURTHER INFORMATION

Further information and guidance regarding the above-referenced wheel and brake assemblies and aircraft accessories can be obtained from the FAA Flight Standards District Office given below. In addition to all the above recommendations, the FAA would appreciate any information concerning the discovery of the wheel and brake assemblies or aircraft accessories from any source, the means used to identify the source, and action taken to remove the wheel and brake assemblies or aircraft accessories from service.

This notice originated from the FAA South Florida FSDO, 1050 Lee Wagener Blvd., Suite 201, Fort Lauderdale, FL 33315, telephone (954) 635-1300, fax (954) 635-1260.

Service Difficulty Reports

LEGEND

JASC Joint Aircraft System Code number defining assembly/system/component

SDR NO. TCA assigned SDR control number - please quote in any correspondence or inquiries

RGN TCA region of SDR submitter:
PAC = Pacific **PNR** = Prairie and Northern **ONT** = Ontario **QUE** = Quebec **ATL** = Atlantic **NCR** = Ottawa (HQ)
VAR = More than one Region

Make/Model	Jasc	Part Name	Part No.	Part Condition	Sdr No.	Rgn
AIRCRAFT						
AERO COMMANDER						
690	3220	Shaft	750069501	Cracked	20071010011	PAC
695A	3220	Drag Brace Bolt	7500761	Cracked	20071022005	NCR
AEROSPATIALE						
AS 350B2	7921	Blower Rotor	350A5310520351	Unserviceable	20071120007	PAC
AS 350B2	6410	Tail Rotor	355A12004008	Unbalanced	20071115005	PAC
ATR 42 300	3246	Tie Bolt	MS2125006038	Broken	20071024009	PNR
ATR 42 300	3200	ECU	7898435010	Failed	20071109005	PNR
AIRBUS						
A319 114	2330	Harness wire (floor)		Broken	20071031009	ONT
BAE - (RAYTHEON)						
BAE 125 800A	2810	Vent Float Valve	257PV6589A	Defective	20071016021	QUE
HS 125 700A	2820	Fuel Tube (Assembly Metal)	30733341	Chafed	20071106011	QUE
HS 125 700A	3211	Nose Landing Attachment	25FN1609	Cracked/Vibrating	20071011007	ONT
BAE – UK						
3112	2910	Main Hydraulic Return Line	137311D1233	Unserviceable	20071026008	PNR
3112	3210	Bracket	137414B100	Broken	20071012001	PNR
BAE 146 200A	3210	Directional Link	200915254	Unserviceable	20071108007	ATL
BEECH						
100	3211	Brace	998100287	Broken/Cracked	20071114009	ONT
1900C	3260	Switch	1CH25	Failed	20071102006	PNR
1900D	2711	Trim Tab Actuator	1295210325	Seized	20071010008	PNR
1900D	2750	LH Flap Drive Cable	1013800005	Sheared	20071023003	PNR
1900D	7500	Bleed Air Hose	12991003315	Cracked	20071010002	ONT
A100	3210	Torque Knee	50810323	Cracked	20071024010	ONT
A100	5753	Flap Track	501600183	Cracked	20071030002	ONT
B100	3230	Landing Gear Motor	1153800025	Deployed	20071011001	QUE
B200	3242	Bolts	10310300	New	20071029005	PNR
B200	2750	Inboard Aft Roller Area		Worn	20071025007	PNR
B200	2930	Pressure Gauge	9536830	Leaking	20071106007	PNR
B300	3233	Actuator	11013880141	Failed	20071011010	NCR

Make/Model	Jasc	Part Name	Part No.	Part Condition	Sdr No.	Rgn
B300	7420	Lead, Ignition	CH5339906	Damaged	20071015005	PAC
B99	3246	Bearing Cone	950476	On condition	20071031008	
BELL TEXTRON - CANADA						
206B	6310	Clutch Assembly	CL422501	Cracked	20071024002	PNR
206B	6500	Pitch Change Mechanism	206010743013	Worn	20071023008	NCR
206B	6730	Servo	41103750017	Worn	20071024005	PNR
206B	6215	Drive Shaft Boot	206040272101	Defective	20071102003	PAC
206B	6400	Thrust Plug/Shim	476411731	N/A to assembly	20071120004	PAC
206L 1	6420	T/R Feathering Bearing	206310105101	Cracked	20071001010	ONT
206L 4	6230	Nut	206040078103	Failed	2 SDRs	ONT
412EP	2915	Check valve	204076437003	FOD	20071030001	QUE
BELL TEXTRON - USA						
204B	6210	Main Rotor Blade	204011250001	Cracked	20071010005	NCR
212	6700	Cyclic Tube	204001363025	Corroded	20071026003	ATL
47G2	6320	Bearing	476206283	Unserviceable	20071102013	PAC
BOEING						
737 790	5315	Cap Strip	453A26113	Corroded	20071026011	PAC
737 790	5315	Floor Beam	147A55067	Corroded	20071026009	PAC
737 790	5730	Wing Skin	112A410209/10	Chafed	4 SDRs	PAC
737 7CT	3220	Shaft Assembly	273A45141	Contaminated	20071029009	PNR
737 990	5330	Skin	146AS323110	Scratch	20071106003	PAC
737 990	5330	Wing Skin	112A4102209	Chafed	20071106004	PAC
BOMBARDIER						
BD 100 1A10	2434	Generator	A3579101	Failed	20071017001	QUE
BD 100 1A10	7321	Hydro-Mechanical Unit (HMU)	442324	Failed	20071012003	QUE
CL600 2B19 (RJ100)	2750	BPSU	855D10011	Unserviceable	2 SDRs	ATL
CL600 2B19 (RJ100)	2752	Flap Actuator	852D10019/21	Frozen	2 SDRs	NCR
CL600 2B19 (RJ100)	2820	Fuel Shroud	CA447	Chafed	20071005001	ATL
CL600 2B19 (RJ100)	3050	Radome Assembly	600330061	Cracked	20071031006	ATL
CL600 2B19 (RJ100)	3244	Engine	601R6000267	FOD	20071105005	NCR
CL600 2B19 (RJ100)	3340	Camloc Nut	BJ10021003	Worn/Open	20071113006	ATL
CL600 2B19 (RJ100)	5754	Wing Rib	601R120474	Unserviceable	20071009002	ATL
CL600 2B19 (RJ100)	7110	T/R Cowling	22850080	Damaged	20071025011	NCR
CL600 2B19 (RJ100)	3200	ECU	21188002	Unserviceable	20071103001	ATL
CL600 2B19 (RJ100)	3200	Engine Assembly	CF343B1873574	Unserviceable	2 SDRs	NCR
CL600 2B19 (RJ440)	5600	RH Window	601R3303312	Cracked	20071105004	NCR
CL600 2C10 (RJ700)	5610	Window	NP13932111	Broken	2 SDRs	NCR
CL600 2D24 (RJ900)	2400	Circuit Breaker & Bus Bar		Overheated	20071003002	NCR
CL600 2D24 (RJ900)	2730	Elevator		Rod End Broken	20071118001	NCR
CANADAIR						
CL215 1A10	3213	Adjusting Plate	21587525	Missing	20071003004	QUE
CL215 1A10	5246	Piston	33130131	Cracked	20071001007	PNR
CL215 1A10	5711	Spar Cap	215003268	Cracked	20071026002	PNR
CL215 6B11 (CL415)	2810	Fuel Cell	21564002	Leaking	20071017002	QUE
CL215 6B11(CL415)	5544	Rudder Bearing	DAT4864A	Spotted	20071029007	QUE
CL215 6B11(CL415)	2497	Bus Bar		Sparking	20071115006	QUE
CL600 2A12(601)	7321	Fuel Control Unit	6047T74P13	Unserviceable	20071011006	QUE
CL600 2B16(601 3A)	7320	Tube Assembly	22852402115	Cracked	20071022001	QUE

Make/Model	Jasc	Part Name	Part No.	Part Condition	Sdr No.	Rgn
CESSNA						
152	8530	Seat Hose Wire		Chafed	20071002004	ONT
152	3397	Landing Light Switch		Overheated	20071002003	ONT
172K	5730	Nut plate	NAS680A08	Screws broken in	20071019002	ONT
172P	2720	Bracket	510128	Elongated hole	20071003008	PAC
172S	3211	Main Gear Leg Bushing	5412024	Separation	20071102012	ONT
208B	2750	Gear	Unknown	Broken teeth	20071109007	PNR
208B	2861	Switch/Circuit Breaker	CM358930	Overheated	20071102002	ONT
414	7602	Mixture Control	991027114	Broken	20071004006	PNR
550	0000	Lever	55657544	Worn	2 SDRs	VAR
550	7830	T/R Stow/Deploy Switch	MS21090348	Loose	20071101001	ONT
560	3246	Rim	11128	Corroded	20071114003	PAC
560	2435	Starter/Generator	300SGL129Q2	Failed	20071114006	PAC
A150M	5751	Rib	523809	Cracked	20071114010	PNR
A185E	8100	Muffler		Cracked	20071011002	QUE
U206G	6114	Magnetic Seal	78023061	New	20071101005	ONT
CHAMPION						
7ECA	5347	Seat Frame	71500	Cracked	20071009003	NCR
CONVAIR - CANADA						
440	3250	Steering Assembly	10150	Unserviceable	20071026004	QUE
DEHAVILLAND - CANADA						
DHC 2 MKI	2810	Fuel Shut-Off Valve	PV332010	Leaking	20071024006	ONT
DHC 2 MKI	3246	Link Assembly	C2US1285A	Corroded	20071026010	PAC
DHC 2 MKI	5341	Lower Attach Fitting	Unknown	Cracked	20071108003	PAC
DHC 2 MKI	5511	Stab Spar	C2TP57	Cracked	20071022012	PAC
DHC 4	7120	Bracket	C4WM1190	Cracked	20071102007	PAC
DHC 6 300	2460	DC Power Supply	18271	Internal damage	20071001003	NCR
DHC 6 300	2730	Control cables		Chafed	20071107005	PAC
DHC 6 300	5500	Attachment Adaptor	C6FSM181421	Corroded	20071018004	PNR
DHC 6 300	5711	Adaptor Assembly	C6WM10291	Life	20071012005	PNR
DHC 6 300	5532	Aft Adaptor Plate	C6TFM102527	Used	20071115011	PNR
DHC 6 300	3211	Bolt	CSP28229	Used	20071115004	PNR
DHC 6 300	5310	Rib	C6W11509	Used	20071115010	PNR
DHC 7 102	3246	Bearing	L814749	Failed	20071115002	ONT
DHC 8 102	2497	Wiring		Chafed	20071004002	ONT
DHC 8 102	2722	Adaptor, Actuator Mount	72760059101	Cracked	20071003006	PAC
DHC 8 102	2761	Bracket		Cracked	20071015003	QUE
DHC 8 102	2910	Hydraulic Tube	82920010265	Severed	20071024004	ONT
DHC 8 102	2910	Hydraulic Pressure Line	82970010149	Chafed	20071120001	PNR
DHC 8 300	2910	Check Valve	DSC1896	Cracked	20071002002	NCR
DHC 8 315	2710	Link Rod	82740162001	Broken	20071031001	NCR
DHC 8 315	2824	Bolt	NAS1304	FOD	20071010001	ONT
DHC 8 400	2910	Filter Unions	20011610	Clogged/collapsed	20071002006	NCR
DHC 8 400	3230	Nose Lock Harness	473901	Not open	20071112001	NCR
DHC 8 400	6120	RH Propeller Electronic Unit (PEC)	699018002	Shut down	20071113001	NCR
DHC 8 402	5230	Cargo/Baggage Doors		False indication (Open)	20071102010	QUE
DHC 8 402	7200	LH Engine		Seized	20071102011	QUE
DIAMOND - CANADA						
DA 20 C1	7602	Rod End Bearing	HF3M	Seized	20071115008	ATL
DA 20 C1	3245	Tube	30200530001110	Damaged	20071102004	ONT

Make/Model	Jasc	Part Name	Part No.	Part Condition	Sdr No.	Rgn
EMBRAER						
ERJ 170 200 SU	2701	Clamp Assembly	MS21919WDG9	Loose	20071029002	QUE
ERJ 170 200 SU	3242	Parking Brake	7458271	Broken	20071025010	QUE
ERJ 190 100 IGW	1000	Screw	MS24693C273	Wrong Size	20071107004	QUE
ERJ 190 100 IGW	2820	Hose Core		Fuel Leaks	20071025004	QUE
ERJ 190 100 IGW	3241	Brake		Seized	20071101003	QUE
EUROCOPTER DEUTSCH						
BO105 S CDN BS 4	7414	Gearbox	6894171	Making metal	20071022006	ONT
BO105 S CDN BS 4	6200	Ejector Spring	V40G3911AA	Cracked	20071025001	ONT
EUROCOPTER FRANCE						
EC 120 B	6320	Magnetic Plug	BM1021	Shorted	20071114007	ONT
EC 120 B	6730	Servo, Control	7050A4673006	No Lock/Test	20071005002	ONT
FAIRCHILD						
SA227AC	2410	Generator		Failed	2 SDRs	ONT
SA227AC	7310	Fuel Nozzle	31032359	Cracked	2 SDRs	
SA227AC	6110	Nose Steering Arm Assembly	2752530001	Cracked	20071106009	ONT
SA227CC	6110	Engine Retainer	31025731	Cracked	20071106008	ONT
SA227DC	2911	Hydraulic Accumulator	223002/03	Cracked	2 SDRs	PNR
SA227DC	3220	Bolt	AN17722	Missing	20071005004	ONT
SA227DC	3241	Nut self-locking	AN363382	Wrong part	20071121002	ONT
GROß-WERKE						
G 120A	7311	Oil Cooler Frame	20A6050	Unserviceable	20071029008	PAC
GULFSTREAM – ISRAEL						
GULFSTREAM 200	3233	LH MLG Actuator	2630000004	Faulty	20071108006	ONT
GULFSTREAM 200	5610	RH Windshield	NP17820110	Cracked	20071106001	ONT
HAWKER SIDDELEY-UK						
HS 748 2A	2600	Fire Detection Loop		Failed	20071112003	PNR
HUGHES						
369D	2720	LH Rudder Pedal Bracket	369A75058	Broken	20071112002	PAC
ISRAELI INDUSTRIES						
1124	2722	Actuator, Rudder Trim	793500501	Substandard	20071026005	PNR
1124	3242	Brake Assembly	50028053	Failed	20071026007	NCR
LEARJET						
31	2421	Motor	66082484	Burnt	20071010004	PNR
35	5210	Latch Arm	231127416	Cracked	20071004003	NCR
35A	3418	Connectors	BNC3 and BNC4	Reversed	20071030005	NCR
45	3234	Tire	226K084	Delaminated	20071106002	PAC
MORAVAN						
Z242L	7800	Primary Exhaust Silencer	L24266710000	Cracked	20071109003	ONT
PIAGGIO						
P180 AVANTI	2697	L Eng Fire Indicator SW	43069	Serviceable	20071031003	ONT
PILATUS - SW						
PC 12 45	3222	Guiding Ring	5321012193	Swollen	20071005003	ONT
PC 12 45	3418	AOA Vane		Unserviceable	20071114005	ONT
PC 12 45	5317	Doubler	5PC41301001	Cracked	20071113007	ONT
PC 12 45	1410	Hose Assembly	9433772104	New	20071105002	ONT
PC 12 45	3412	OAT Probe Connector	5714231557	Pin Loose	20071119002	ONT
PC 12 45	2210	A/P Mode Control		Lamp not illuminated	20071119001	ONT

Make/Model	Jasc	Part Name	Part No.	Part Condition	Sdr No.	Rgn
PC 12 45	3110	Electronic Attitude Director Indicator Display	0660312525		20071119003	ONT
PC 12 45	3160	Electronic Horizontal Situation Indicator	066031252500		20071120005	ONT
PIPER						
PA24 250	3230	Rheostat	2124800	Jammed	20071010007	NCR
PA31	3700	Pump	441CC7	Noisy	20071023007	NCR
PA31	2435	Starter Case		Failed	20071114001	PAC
PA31	7720	Gauge		Unserviceable	20071030008	NCR
PA31 350	5347	Seat Belt Assembly	10816811	Broken	20071015001	ATL
PA31 350	2435	Case		Failed	20071114002	PAC
PA31 350	8530	Fwd Crankcase Oil Seal	LW15628	New	20071004008	PNR
PA31 350	3210	MLG Side Brace	4028400	Broken	20071001009	PNR
PA31T	3000	Inlet Ice Screen	50363007	Cracked	20071011008	PNR
ROBINSON						
R44 II	2913	Pump Assembly	D5001	Replaced	20071022009	NCR
R44 II	2916	Hydraulic Reservoir	D2112	Venting	20071022010	PNR
R44 II	6310	Clutch Assembly	C0183	Removed	20071022007	PNR
R44 II	6520	Sight Glass	B5631	Leaking	20071019001	PNR
R44 II	7314	Fuel Pump	C8187B	Failed	2 SDRs	NCR
R44 II	7800	Exhaust/Heater System	C16932	Failed	20071114004	PNR
R44 II	6730	Servo		Leaking	20071004005	PNR
ROCKWELL						
690A	7720	ITT Indicator	850568503	Unserviceable	20071109006	PAC
SIKORSKY						
S76A	2820	Hose	7,63070E+12	Collapsed	20071016020	PAC
S76C	6320	Bearing	SB2151107	Spalled	20071115007	PAC
S92A	2562	Deployable Beacon	50316	Failed	20071024007	PAC
SWEARINGEN						
SA226TC	5610	Heated Windsheild	2719442004	Burnt	20071116001	PNR

ENGINES

ALLISON						
250-C20	7250	PT Outer Shaft	23037413	Cracked	20071001006	PAC
250-C20	7240	Combustion Case	6870992	Cracked	20071010003	ONT
250-C20B	6320	Gearbox	6894171	Metal Contaminated	20071023006	ATL
250-C20B	7230	#1 Compressor Bearing	6898607	Damaged	20071030004	PNR
250-C20B	7323	Drive Spline		Failed	20071015004	PAC
250-C20B	7920	Oil Filter Housing	6899246	Repairable	20071030010	PAC
250-C20B	7931	Engine Assembly		Failed	2 SDRs	ONT
250-C20B	7321	Fuel Control Unit	23065104	Out Of Adjustment	20071015006	PNR
250-C20J	7230	Compressor Tie Bolt	6871259	Cracked	20071115003	PNR
AE-3007A1	7200	Engine		Shut down	20071001012	QUE
AVCO LYCOMING						
IO-540-AE1A5	7314	Fuel Pump		Leaking	3 SDRs	PNR
IO-540-AE1A5	7322	Bendix Servo Fuel Injector		Failed	20071022008	PNR
IO-540-AE1A5	8011	Engine Starter		Cracked	4 SDRs	VAR

Make/Model	JASC	Part Name	Part No.	Part Condition	SDR No.	RGN
IO-540-L1C5	7920	Baffle	LW13383	New	20071003007	ONT
O-235-L2C	8530	Cylinder Assembly	LW167035C	Cracked	20071102005	QUE
O-320-H2AD	7414	Impulse Cam Assembly	104001667	Cracked	20071017003	PNR
O-540-F1B5	8530	Cylinder Assembly	LW13870	Failed	20071109011	PNR
TIO-540-J2BD	8520	Crankshaft Idler Gear	LW10292	Excess Clearance	20071022002	PNR
GENERAL ELECTRIC						
CF34-3A1	2821	Housing	63E951	Used	20071029010	ONT
CT7-9B	7230	LH Engine		Compressor stall	20071120002	PNR
PRATT & WHITNEY-CANADA						
JT15D-4	7200	Engine		Smoke	20071003018	QUE
JT15D-4B	7931	Scavenge Oil Strainer		Blocked	20071003028	QUE
JT15D-5	7250	Engine		Blades damaged	20071003022	QUE
JT15D-5A	7240	Combustion Chamber Liner		Damaged	20071016017	QUE
JT15D-5D	7310	Hydro-Mechanical Fuel Control Unit	32448809	Unserviceable	20071113005	VAR
PT6A-114A	7310	Hydro-Mechanical Fuel Control Unit		Unserviceable	4 SDRs	
PT6A-20	7200	Engine Power Section		Failed	20071107001	PNR
PT6A-27	7250	Compressor Turbine Blade		Fracture	20071016018	QUE
PT6A-28	7261	Engine Assembly		Seized	20071022011	PNR
PT6A-34	7240	Large Exit Duct	310926302	Damaged	20071001011	PAC
PT6A-34AG	7200	Engine		Failed	20071016004	QUE
PT6A-41	7230	Engine		Blades damaged	20071107002	PNR
PT6A-42	7200	Engine		Seized	2 SDRs	QUE
PT6A-42	7320	Fuel Control Drive		Fractured	20071003026	QUE
PT6A-65AG	7200	Engine		Damaged	20071016013	QUE
PT6A-65B	7250	Turbine Blade		Fracture	20071003016	QUE
PT6A-67D	7250	Power Turbine Blade		Damaged	20071016006	QUE
PT6A-67D	7931	Engine		Undetermined	20071003024	
PT6A-3DF	7200	Engine		FOD	20071003027	QUE
PT6T-3DF	7200	Engine		FOD	2 SDRs	QUE
PW118	7260	Towershaft		Fractured	20071019004	QUE
PW120A	1220	Valve, Tube, Oil Filler	PT08001A01	Leaking, damaged	20071025003	QUE
PW120A	2421	Generator Pad Adapter		Leaking	20071016008	QUE
PW121	7200	Engine		Smoke	2 SDRs	QUE
PW121	7250	Turbine Blade		Fractured	20071016001	QUE
PW121	7931	Engine Oil Pressure		Faulty	20071016014	QUE
PW123	7250	Turbine Blade		Fractured	20071025009	QUE
PW123	7931	Engine Oil Pressure		Defective O-ring	20071025005	QUE
PW123D	7931	Engine Oil Pressure		Low	20071024011	QUE
PW124B	7200	Engine		FOD	2 SDRs	QUE
PW124B	7931	Tube Oil Pressure	3034677	Leaking	20071003009	QUE
PW125B	7200	Electronic Engine Control		Defective	20071105003	QUE
PW125B	7200	Engine		FOD	20071003010	QUE
PW125B	7720	T6 Thermo Coupler		Unserviceable	20071003029	QUE
PW127	7320	Fuel Control Unit		Unserviceable	20071003019	QUE
PW127E	6120	Autofeather Unit		Faulty	20071016009	QUE
PW127F	7712	Engine		Undetermined	20071003011	QUE
PW150A	6120	Engine PEC		Replaced	20071003025	QUE
PW150A	7200	Engine		Undetermined	20071025008	QUE
PW150A	7200	Engine		Internal damage	20071101002	QUE
PW206A	7250	Bearing No.3	311608001	Damaged	20071016007	QUE

Make/Model	Jasc	Part Name	Part No.	Part Condition	Sdr No.	Rgn
PW206B	7200	Engine		Undetermined	20071003017	QUE
PW206C	7200	Engine		Undetermined	20071003013	QUE
PW305A	7220	Fan Blade	30B285501	Fractured	20071003023	QUE
PW306C	7321	Electronic Engine Control	8228224004	Defective	20071108004	QUE
PW545A	7300	Fuel Control Unit		Failed	20071003014	QUE
PW615F-A	7230	Engine		Undetermined	20071003021	QUE
PRATT & WHITNEY-USA						
JT8D-15A	7250	T4 Disk	500310401	Broken	20071010006	ONT
R-1340-AN-1	8530	Cylinder	399357	Cracked	20071029003	PNR
R-2000-7M2	8530	Cylinder		Cracked	20071031007	PNR
R-985-AN-14B	8520	Crankcase Assembly	16475	Cracked	20071109004	PAC
ROLLS ROYCE - GERMANY						
BR700-715A1-30	7250	HP 1 T/Blade	FW35594	Failed	20071001001	QUE
DART 534-2	7230	Impeller LP	RK49612	Unserviceable	20071001005	PNR
ROLLS ROYCE - UK						
RB211-535E4-37	2820	P1 Line	LJ35801	Chafed through	20071108005	NCR
TELEDYNE CONTINENTAL						
IO-240-B	7314	Engine	IO240B17B54	Undetermined	20071018001	ATL
IO-360-ES	8530	Intake Tube	50339001	Damaged	20071031005	ONT
IO-360-ES	8530	Intake Tube	6552241	Deteriorated	2 SDRs	ONT
IO-470-L	8530	Cylinder Assemblyy	476LL06478	Broken	20071002005	PNR
O-470-K	8530	Exhaust Rocker Shaft	652984	Unserviceable	20071011009	QUE
TURBOMECA						
ARRIEL 2B	7320	Hydro-Mechanical Unit		Failed	20071022004	ONT
PROPELLERS						
HAMILTON STANDARD						
43E60-583	6111	Propeller Blade	6903A10	Cracked	20071012002	PAC
MCCAULEY						
3GFR34C703B	6111	Propeller Bushing		Worn	20071121001	ONT
EQUIPMENT						
AEROPRODUCTS						
6505666		Lock Spring	6526891	Misshapened	20071113004	PAC
AMERI-KING CORPORATION						
AK450		E.L.T.	AK450	Failed	20071018002	PAC
BELL HELICOPTER CO.						
206011100147		Pitch Horn	206011104019	Used	20071029001	PNR
BENDIX CORP						
71B123A		Support	2488814	Parts unserviceable	20071030003	NCR
BF GOODRICH CO						
23048004M		Fan	230481490	Broken	20071004009	PNR
ELECTROSYSTEMS, FTD						
38AMP		Alternator	C6115020204	Replacement overdue	20071002001	ATL

Make/Model	Jasc	Part Name	Part No.	Part Condition	Sdr No.	Rgn
EQUIPMENT						
52801700		Cargo Hook		Short-circuited	20071109012	NCR
GARMIN INTERNATIONAL						
110106000		GPS430W		Failed	20071001008	PNR
POINTER INDUSTRIES						
PS4000		G-Switch		Replaced	20071016019	NCR
SIKORSKY						
7635109600		Bearing	SB2151107	Spalled	20071012004	PAC
7635109600		Retainer	7635109115103	Undamaged	20071010010	PAC
SLICK ELECTRO INC						
4370, 4371, 4372, 4373		Rotating Magnet (Rotor)		Incorrectly installed	4 SDRs	PAC
WESTERN						
MA18		T-fitting	MA18	Wrong Part	20071019005	PAC
WIPAIRE						
101A2000058		Spar		Cracked	20071101004	PAC

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